CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REF	ORT
CD	NO

25X1

COUNTRY

East Germany/Poland

DATE DISTR.

21 October 1955

SUBJECT

1. Polish-East German Agreement on Railroad Bridge Construction 2. Miscellaneous Polish-East German

NO. OF PAGES

PLACE ACQUIRED Railroad Information

NO. OF ENCLS. (LISTED BELOW)

25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

IS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE FTHE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT SO S. C., 31 AND 32, AS AMENDED, ITS TRANSMISSION OR THE REVELATION FTTS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-BITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

25X1

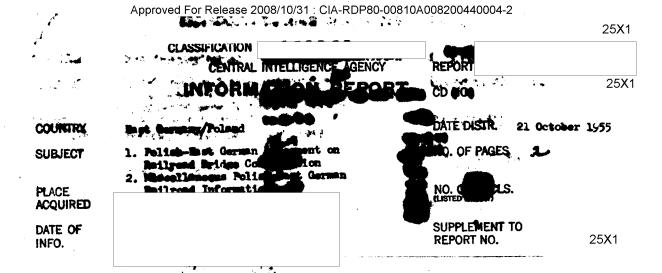
- 1. The Polish and East German governments have agreed that all railroad bridges spanning the Neisse River will henceforth be maintained by the Polish government. In addition, the Poles will build any new bridges over the Neisse. The bridges near Bober and Queiss thus fall under Polish jurisdiction. The East German government has assumed similar responsibilities for bridges spanning the Oder River.
- 2. For some time East German freight trains have been taken only as far as Horka by East German crews. In the past, the crews were allowed to take the trains as far as Weglinger (Kohlfurt) but now Polish crews take over the trains in Horka. Very few trains are currently in service along this route. The Poles are reportedly to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize raw brown coal and briquettes to file the common has been forced to utilize the common has been f balking on shipment of coal to East Germany since East Germany is behind in payments ocomotives since October 1954 have caused heavy damage to the fire boxes of East German locomotives, including scorching and tearing. Repair materials, especially copper, are unavailable. Since January 1955, of twenty-five locomotives made available to the Goerlitz yards, twelve have been declared mechanically unfit for service. Railroad personnel, having learned from the experiences of less fortunate employees accused and the total their , now demand that their equipment be withdrawn from service once it becomes evident that the machinery is /dum for breakdown. The accusation of "sabotage" is made readily by rail officials to cover up the deficiency in materials and their own lack of ability. This accusation is often used to excuse the wearing out of axle bearings, when in reality the rapid deterioration of the bearings can be tied directly to faulty construction materials.

CLASSIFICATION STATE X NAVY DISTRIBUTION X NSRB ARMY AIR X FBI

25X1

Approved For Release 2008/10/31: CIA-RDP80-00810A008200440004-2







THIS IS UNEVALUATED INFORMATION

25X1

- The Polish and East German governments have agreed that all railroad bridges spanning the Meisse River will henceforth be maintained by the Polish government. In addition, the Poles will build any new bridges over the Neisse. The bridges near Bober and Queiss thus fall under Polish jurisdiction. The East German government has assumed similar responsibilities for bridges spanning the Oder River.
- 2. For some time East German freight trains have been taken only as far as Horka by East German crews. In the past, the crews were allowed to take the trains as far as Wegliniec (Kohlfurt) but now Polish crews take over the trains in Horks. Very few trains are currently in service along this route. The Poles are reportedly balking on shipment of coal to East Germany since East Germany is behind in payments for coal already delivered by Peland. As a result, East Germany has been forced to utilize raw brown coal and briquettes to fire her locomotives since October 1954. The irregular heating properties of this type of fuel have caused heavy damage to the fire boxes of East German locomotives, including scorching and tearing. Repair materials, especially copper, are unavailable. Since January 1955, of twenty-five locomotives made available to the Goerlitz yards, twelve have been declared mechanically unfit for service. Railroad personnel, having learned from the experiences of less fortunate employees accused of sabotage a now demand that their equipment be withdrawn from service once it becomes evident that the machinery is due for breakdown. The accumation of "sabotage" is made readily by rail officials to cover up the deficiency in materials and their own lack of ability. This accusation is often used to excuse the wearing out of axle bearings, when in reality the rapid deterioration of the bearings can be tied directly to faulty construction materials.

25X1

25**X**1

CLASSIFICATION

STRATE AND POI DISTRIBUTION

ABBLY AND POI

25X1

25X1

